

Porsche

Parade

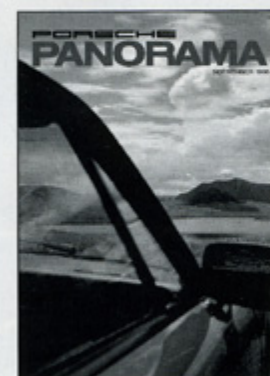
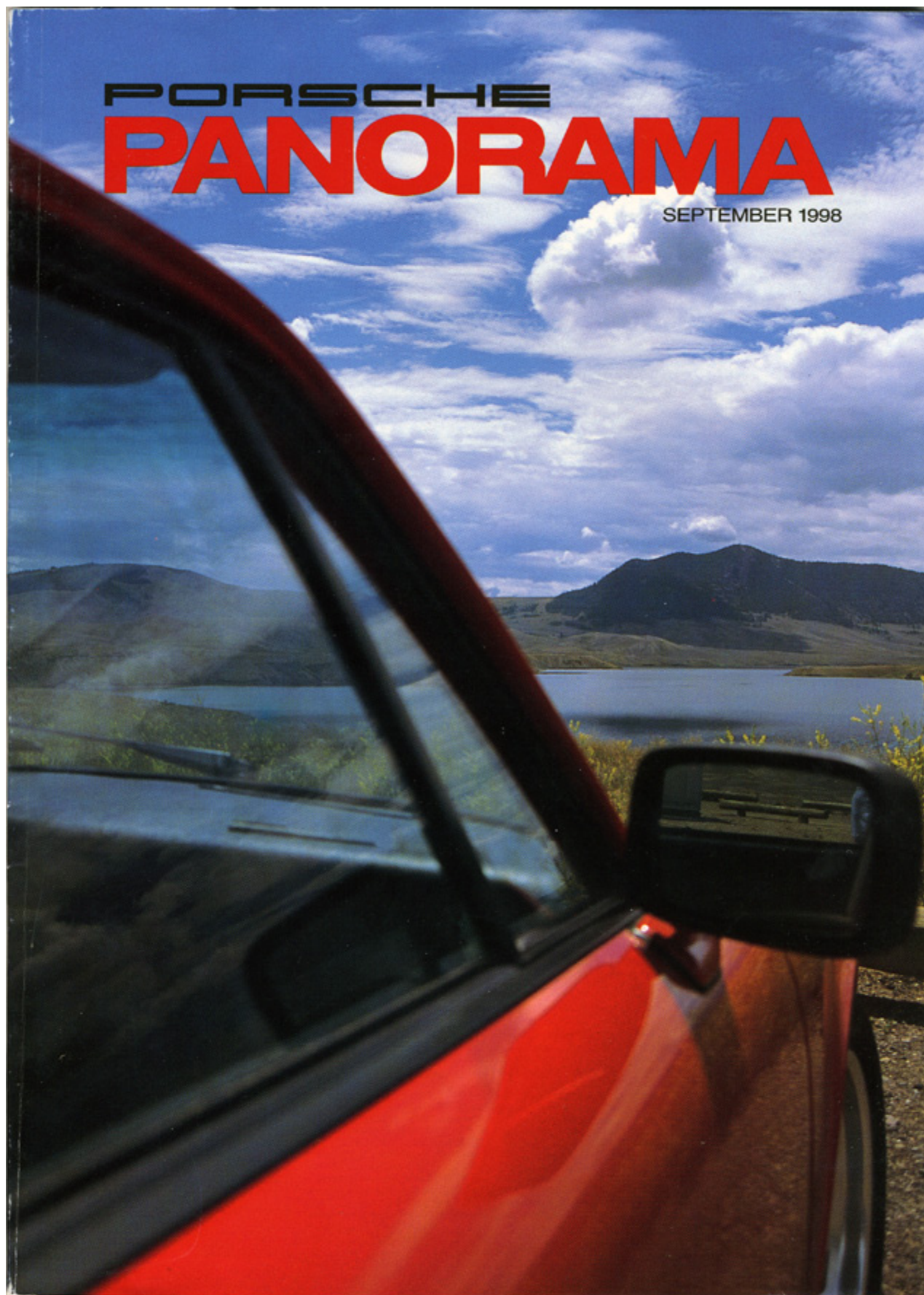
1998

Steamboat

Springs

PORSCHE PANORAMA

SEPTEMBER 1998



Cover: The grandeur of the Rocky Mountains provides the backdrop for the 43rd Porsche Parade at Steamboat Springs, Colorado. Photo by Leonard Turner, staff photographer.

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PORSCHE PANORAMA

SEPTEMBER 1998

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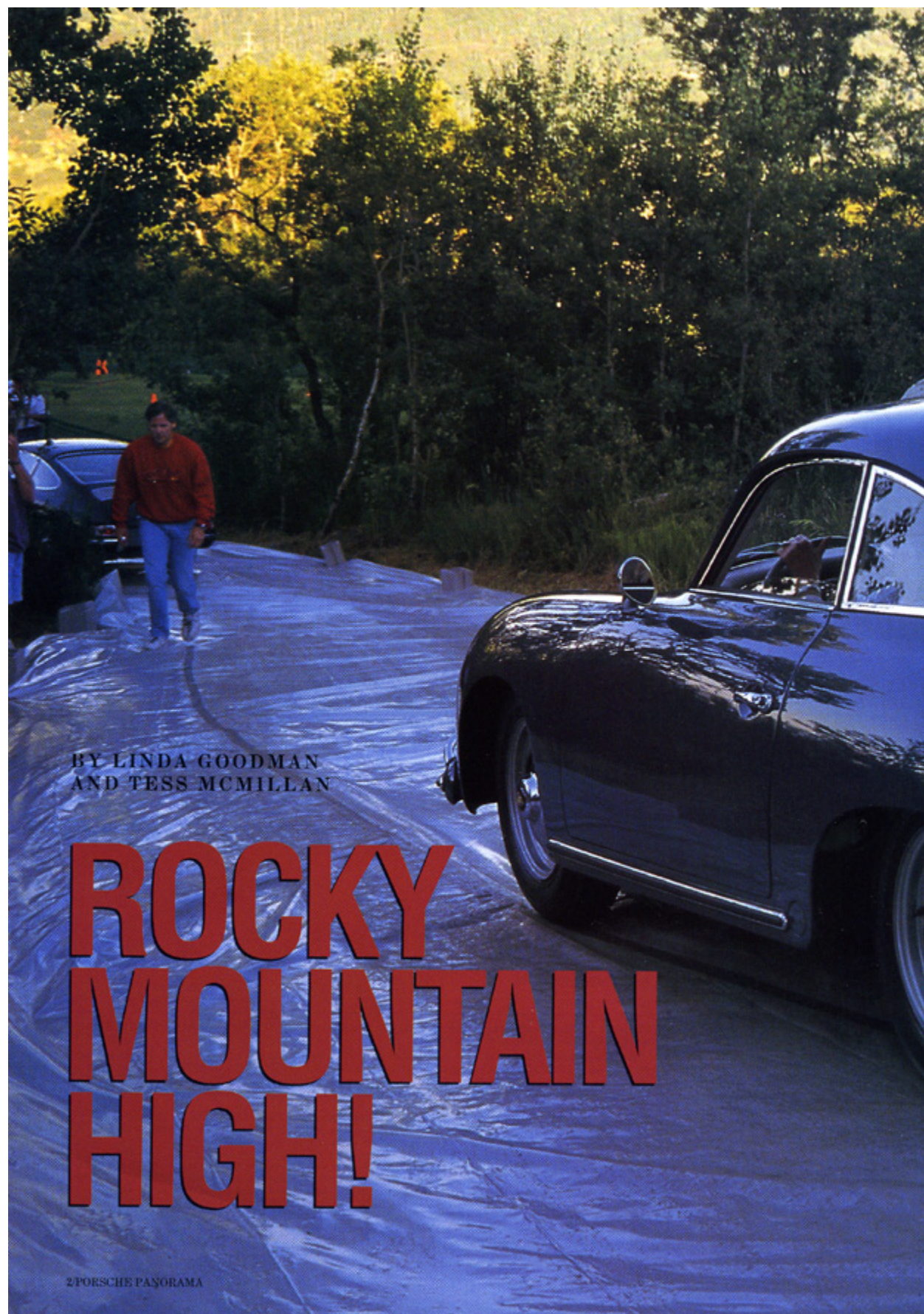
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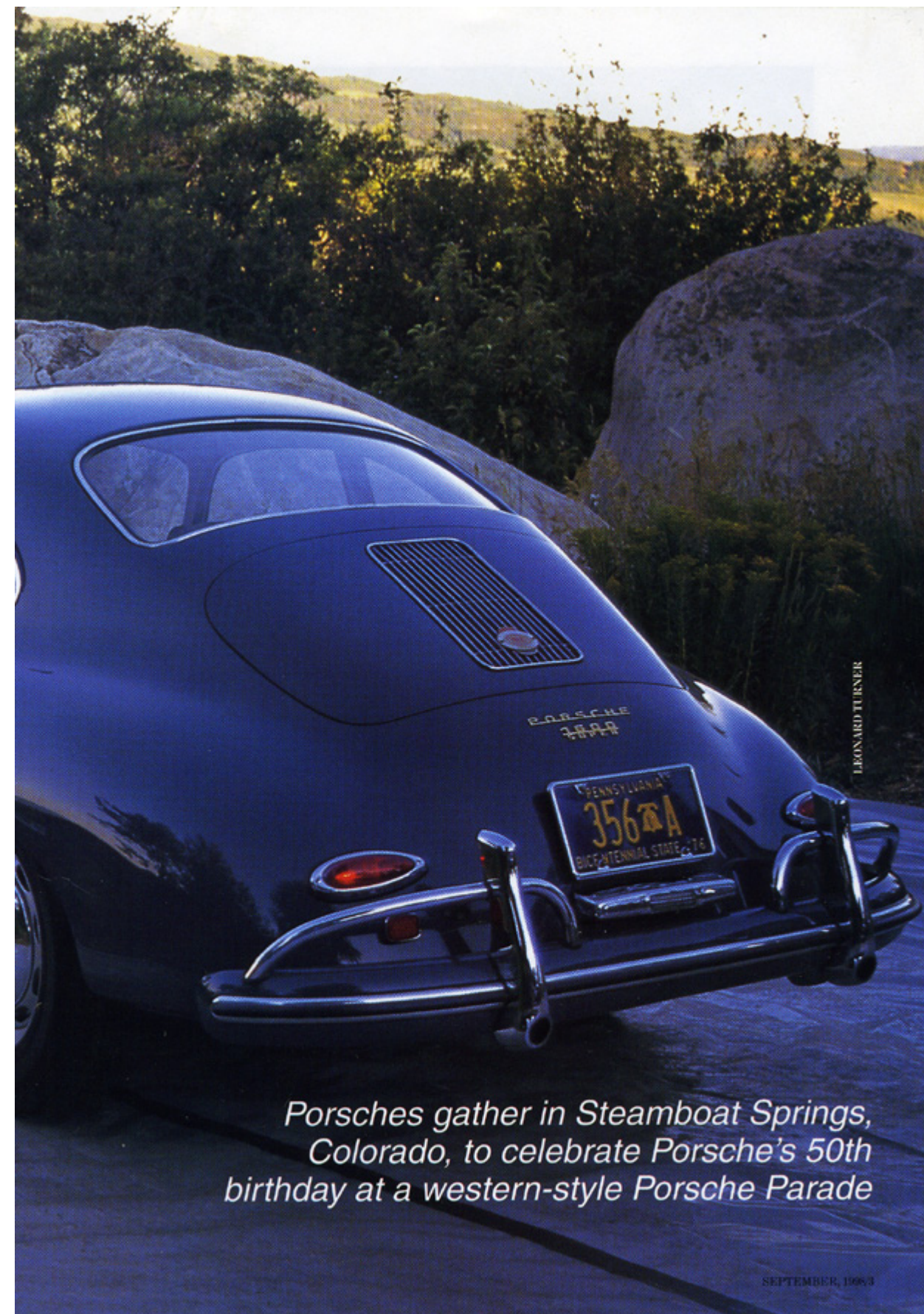
SEPTEMBER, 1998/1



BY LINDA GOODMAN
AND TESS MCMILLAN

ROCKY MOUNTAIN HIGH!

2 PORSCHE PANORAMA



LEONARD TURNER

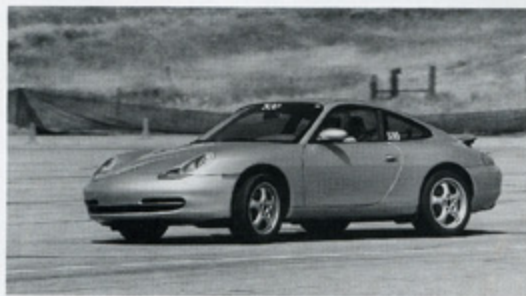
*Porsches gather in Steamboat Springs,
Colorado, to celebrate Porsche's 50th
birthday at a western-style Porsche Parade*

SEPTEMBER, 1983



LEONARD TURNER

How much fun can you stand? A concours entrant works through the weekend making sure everything is as perfect as can be.



DANIEL MAINZER

Porsche 996s made their Parade debut at Colorado Springs. Here Kurt Gibson of Ozark Lakes put his new car through its paces at the Parade Autocross.



LEONARD TURNER

Before the Technical Quiz was over, entrants were serenaded by thunder, lightning and the sound of rain pouring down the tent roof in buckets.



LEONARD TURNER

Unforgettable course marker on the rally route: Finger Rock.

One Parade—two voices: this year we bring you the story of the 43rd Porsche Parade through the combined efforts of Contributing Editor Linda Goodman and Pacific Northwest Region Spiel Editor Tess McMillan. Linda flew to the Parade from Bloomfield, Connecticut, to take us through the first part of the week—the opening ceremonies, the concours and its awards reception and the first morning of the driving event. Tess, with husband John, drove their 911 Carrera from Seattle to Colorado to participate in the driving event, rally and tech quiz. She takes up the story from the perspective of an active competitor.



LEONARD TURNER

Peter Porsche shows off his PCA license plate, issued to each Parade entrant by the State of Colorado and legal for use during Parade week.

Steamboat was sizzling as the 43rd Porsche Parade pulled into town. (And they say it never gets that hot in the mountains!) Driving through spectacular mountain scenery, we wound our way down into the valley and easily found the Sheraton headquarters just at the base of the mountain, next to the gondola. It was easy to spot Parade-goers right away—they were each wearing their sheriff's star, the official Steamboat 98 name badge and the Parade staff, from Rocky Mountain and Alpine Mountain Regions, were equally recognizable in their brown suede vests with the "Steamboat 98" brand on the back.



LEONARD TURNER

A patient and gracious Peter Porsche signed hundreds of Parade trophies for delighted participants.



Rick Hatch of Blue Ridge Region receives a trophy in the radio-controlled car concours competition.

My husband Eric and I found registration, manned by swarms of friendly workers in their purple "Don't shoot me, I'm just a volunteer" shirts, all under the calm and capable direction of registrar JoAnn Barnum from Rocky Mountain Region. They handed us our packet which included our official Colorado 43rd Porsche Parade license plates—PCA278—along with license plate frames and an official letter from the state motor vehicle division authorizing use of the plates from July 12 through August 1, 1998. Way cool!

After signing the waiver, we were pointed towards the second stop to get our banquet tickets, sign in for working, and verify registration for all of the events. That done, we headed for the goodie bag room to get our blue denim saddlebags and all-important Parade binder, detailing everything we needed to know about

each event. That chore taken care of, it was time to visit the goodie store. I checked my saddlebags at the door and went shopping, restraining myself to just one item, but then what are first visits for?

There was just time for a stroll through the concours prep area. It was there that I met first time Parade-goers Don Barr and his son Scott from Northern Ohio Region. Don joined PCA in January 1997 after buying a graphite gray 1983 911SC and quickly got the concours bug. Between them, they'd shown the car in four Ohio events before heading to the Parade to try their hand at the preservation class, where the car is expected to have most, if not all, of its original parts and surfaces. Scott and Don were going for "Full," meaning that everything, including the undercarriage, would be judged and they'd driven 1590 miles from Ohio, packing themselves, clothing and everything they needed for cleaning into the 911. Things hadn't gone well so far. They'd gotten a stone chip in the windshield in Indiana and, not knowing that damage incurred "in transit" does not count against you, had made arrangements to have the windshield replaced when they arrived. Unfortunately, the person installing the glass made a slip of the tool, and put a six-inch gouge in the roof. Don and Scott were discouraged, to say the least.

Despite this major setback, however, they decided to hunker down and persevere, beginning work at six on Friday evening. Although Don said that he expected the other competitors to be close-mouthed and secretive, the reality was that they were happy to share information and he felt "taken under their wing." He was particularly grateful to Pat Yanahan from Chicago Region and Hamp Miller from



Charter members of PCA, Jack and Ginny Case, now of San Diego Region, are still enthusiastic participants in the club.

California Central Coast for giving him ideas about how to minimize the damage. As of late Saturday, they were going strong.

Balloons, festivals, 356s

You couldn't complain about a lack of things to do at this Parade. In addition to the Parade itself, Steamboat was also hosting a hot air balloon gathering (Rainbow Weekend), an arts festival (Art in the Park) and the Rocky Mountain 356 Club gathering (1998 Steamboat 356 Classic). There were things to do from morning till night. Saturday night in the parking lot

that would later become the Parade autocross site, there was an exhibit of all the hot air balloons, using lights that alternately made one balloon after another glow in the dark. Hundreds of cars lined the roadway up to the Sheraton to watch the show. Then early Sunday morning there was a balloon ascension, with 25 balloons rising at the same time. Some of them were having a hard time going up or staying up because of the higher than normal temperatures. In fact, one of them decided that he needed to land in the middle of the tech inspection area, which surprised more than a few Porsche owners.

After breakfast, it was time to view the 356 Club's concours event being held on one of the plazas near the hotel. It was an impressive sight—at least 30 cars grouped in a charming setting of shops, hotels and restaurants. Here I ran into Mike Robbins, a charter member and first president of Central Indiana PCA, founded in 1961. In contrast to Don and Scott, Mike was attending his 40th Porsche Parade with his 1958 Speedster (sporting car number 40) that he bought new (although this is only the car's 38th Parade because it missed its first two). Mike says he used to concours and autocross the car, but at this point in his Parade career, he only planned to enter the rally and the tech quiz. We joked that although Mike is now married to his lovely second wife, Judy, he still has his first Porsche.

Eric and I decided to go to the top of the gondola for lunch. What an absolutely spectacular view from 10,000 feet, although the beginning of the ride down



Steely-eyed bargain hunters check out the merchandise at the mid-week swap meet.



Sampling the merchandise at the Parade Goodie Store.

LEONARD TURNER



A giant cake to celebrate Porsche's 50th anniversary. Oliver and Peter Porsche, Fred Schwab and Judy Boles do their best to blow the candles out.

was a bit scary as we were launched from the boarding platform. After lunch, I paid a visit to Tech Inspection. Bill Edwards had things running like clockwork. Many lines, and no waiting. Bill is the Rocky Mountain Region tech chair and a 20-year PCA member. By late afternoon Sunday, he said that of the few hundred cars they'd inspected, none had flunked but that a few needed to have some things like bearings adjusted. He thought the biggest area of concern was helmets. It seems that in past years people have gotten their helmets inspected and then switched their sticker to some other helmet that wouldn't have met the Parade safety requirements but looked or fit better. So, in an effort to combat the problem, special stickers were

being used that weren't removable without leaving an obvious mess, and helmets would be spot checked at the autocross site.

I checked back in with Don and Scott at 3:30. It had been a long three days of cleaning and they were definitely beginning to droop, but said they'd try to make the welcome party that night. Scott said, "We're not really quitting, we're just taking a 12-hour break."

That evening we all headed down to the Chuckwagon (well, it wasn't really a wagon, it was more like a football field-sized multi-peaked tent, set up in a parking lot just below the hotel). The size was appropriate for the 1200 folks who packed in to sample the mostly German fare. Tables were set up on every square inch of space and there was lots of time for chatting and meeting up with people. Each table had a very nice oil lantern as a centerpiece and the announcement was that whoever had the lowest car number at each table could take the lantern home. Unfortunately, I was sitting with several members of the Executive Council, so I didn't have a prayer. We were warmly welcomed by Parade Chairman Dale Thero of Rocky Mountain Region, reminded to get up to the driving range the next morning for the concours and admonished that there would be absolutely no parking at the concours site. Everyone needed to take the shuttle buses. Then about 500 of us adjourned to Gondola Square for two hours of dancing to 60s rock 'n roll by the Nacho Men.



A thirsty pet at the concours site.

Colorado concours

Monday morning and I was eager to get out to the concours site. The shuttle picked us up in front of the gondola and made its way up to the golf course. The very last hairpin turn toward the clubhouse aimed the bus at an impressive row of porta-potties. (Later in the day I complimented our bus driver on having not hit any of them but, he said, he sure had surprised a few people as they were coming out.)

The concours field was tremendous. There were 142 judged cars and 41 display cars filling most available space. I found Don and Scott parked way on the end of one row, with a big gap between them and the next car. They said that when they arrived that morning, their car had been misclassified into "restoration" which is the group for cars that have been repainted, reupholstered, recarpeted, replated, and basically redone all over. It took them 45 minutes to get everything straightened out, and in the meantime the 16 other cars in their class (1978-1983 911 & Turbo) had already been placed on the field, so they were put out on the end of a line of 1984-1989 911 Carreras and Turbos. They were a little rattled and anxious that they'd lost some last minute preparation time. (Competitors are allowed to do some final light cleaning until the judging begins.)

They told me a story of how, the day before, someone in the prep area had looked at their engine and exclaimed that their pulley bolt was black and it wasn't supposed to be. Sure enough, as they looked at some of the other 911s, they saw that this was true, but didn't think there was anything they could do about it. Then Scott realized that the face of the bolt seemed to be plastic, and maybe it could be pried off. Sure enough, with a little force, they found that what appeared to be a black bolt was a plastic bolt cover and underneath was the factory-original bolt. Another point deduction narrowly avoided. Don told me a little more about their car, which had 91,000 miles on it. He is the fifth owner, but he has tracked down two of the other four to get as much information as he could on the car's history.

There were lots of other concours stories I heard—the judge that looked into the engine compartment and said, "I think you have some goldenrod down there" and the entrant who looked in and said, "No, that's my toothbrush." And then there was national membership chair Judy Hendrickson who very



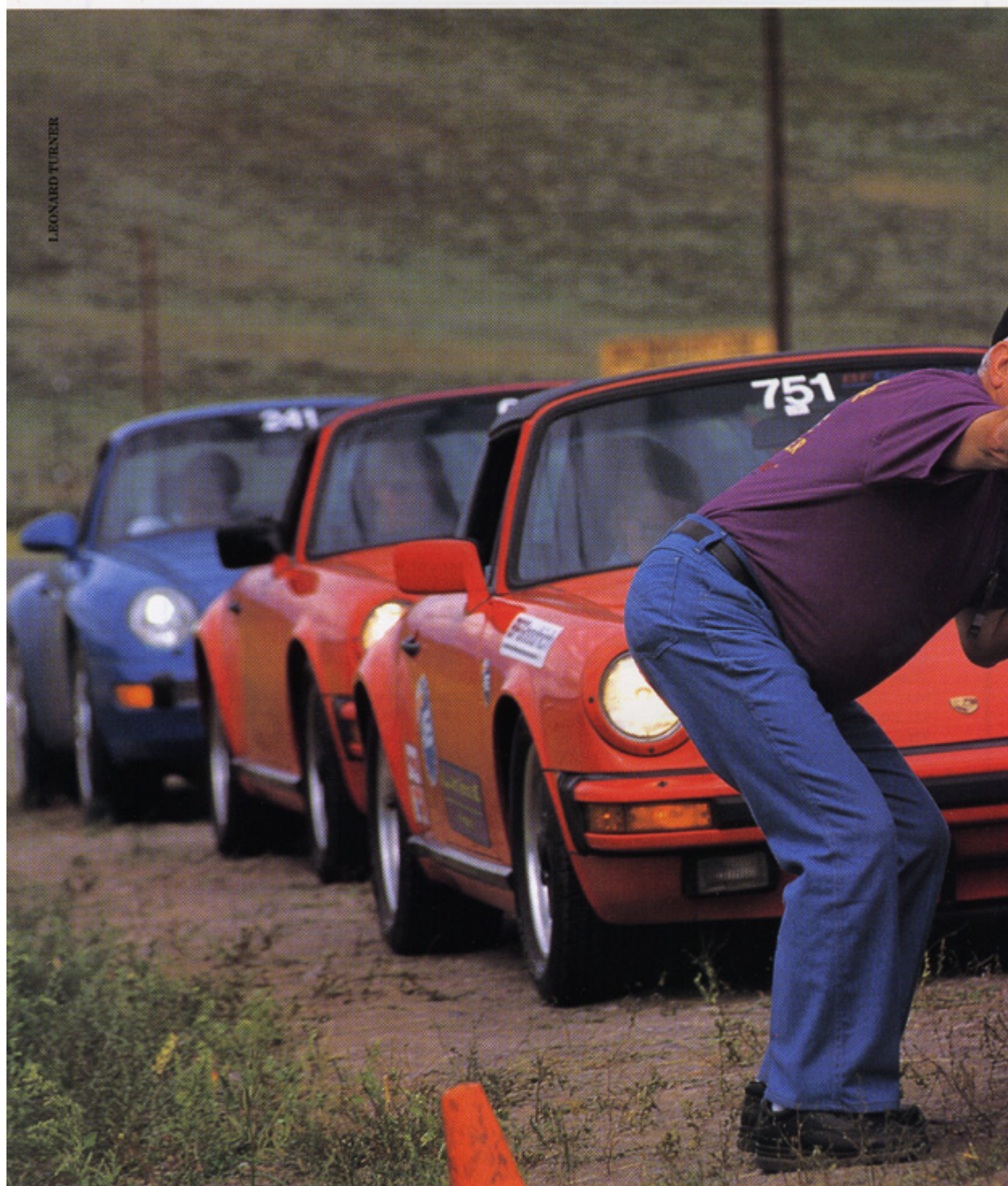
Surprise guest speaker at the Victory Banquet: Olympic ski star Billy Kidd.

carefully tucked her Riviera blue 993 "Jellybean" away on Sunday night by laying a towel over the engine to keep the dust out and, you guessed it, proceeded to start the car at six the next morning without remembering to remove it. The towel was retrieved, but two of the engine's belts were broken. Although Judy was ready to pack it in, several PCAers came to her rescue including Zone 1 Rep Peter Tremper, Dale Thero and Zone 11 Rep Tom Bobbitt along with the folks from Prestige Porsche. The car made it to the site by 8:30 that morning. Then I was talking to Jim Hoffman from my own region, Connecticut Valley, who was showing his early 911, about what it was like for him and wife Arlene to pack an extra set of wheels and tires, a floor jack, tools, cleaning supplies and luggage into the car. Jim's comment was that there was "not a

(continued on page 46)



Happy ending to a Cinderella story: Don and Scott Barr overcame tough odds, including a chipped windshield, to score big in the concours at their first Parade.



YOKOHAMA PARADE RALLY

OVERALL WINNERS: Jerry & Helga Meyer
Chicago Region
Class: Navigational
Score: 131

EQUIPPED

1	Rik Larson/John Clever	Sacramento Valley/Diablo	162
2	Ruth & Paul Young	San Diego	225
3	Peter & Joe Schneider	Santa Barbara	242
4	Joe Boucher/Tom Gould	Santa Barbara/Orange Coast	341

NAVIGATIONAL

1	Jerry & Helga Meyer	Chicago	131
2	Judy & John Boles	Central Indiana	237
3	Tom Leavitt/Fran Walker	Roadrunner/Carrera	305
4	Bryn & Chip Stratton	Cimarron	349
5	Lon & Dianne Jackson	Orange Coast	358
6	Ed & Mitzi Moist	Ozark Lakes	372
7	Tiah Gleason/Al Armellini	Diablo	375
8	Karen & Paul Gilbreath	Chesapeake	427
9	Chick & Sandi Misura	Rocky Mountain	429
10	Stan & Ron Pearlman	Gold Coast	440

UNEQUIPPED

1	John & Nita Burrows	Las Vegas	294
2	Bob & Marilyn Van Heut	Yosemite	310
3	Jerry & Myrna Landt	Roadrunner	316
4	Rob & Kerry Biddle	Golden Gate	330
5	Rod Johnson/Don Boggs	Mid South/North Florida	342
6	Dick Ecelbarger/Laura Cisneros	Southern Arizona	353
7	John & Betsy Lutz	Santa Barbara	366
8	Bob & Wilma White	Chicago	369
9	Ron & Barb Reese	Great Plains	374
10	Tom & Sally Netzer	Ozarks Lake	375
11	Steve Rashbaum/Susan Shire	Chicago	378
12	John Komer/Ken Steele	Arizona	381
13	Rex & Lee Grunewald	Central Wisconsin	381
14	Harvey & Connie Cain	San Diego	381
15	Jerry & Liz Cowan	Alpine Mountain	394
16	Kathie & Ted Hunter	Ohio Valley	397
17	Larry & Greg Adams	Golden Gate	398
18	Diana & Dave Love	Potomac	414
19	Charles & Martha Dow	Northeast	420
20	Al & Lisa Lang	War Bonnet	434



Marchell Fletcher (inset) drove her 924S to top time of the day for ladies, while Jim Hayes of Sierra Nevada Region set the fastest time overall at the Parade driving event.

BFGoodrich DRIVING EVENT

TOP TIME MEN

Jim Hayes
Sierra Nevada
Time: 51.862

TOP TIME WOMEN

Marchell Fletcher
Roadrunner
Time: 55.024

P1	John Hayman	Ohio Valley	1:00.305
P1L	Linda Bambina	Maverick	1:01.172
P2	Dave Bucknam	Rocky Mountain	57.044
P2L	Susan Bucknam	Rocky Mountain	1:04.075
P3	Scott Haxton	Silver Sage	1:01.706
P3L	Marissa Delorey	Silver Sage	1:05.617
P4	Steven Compton	Rocky Mountain	54.030
P4L	Karen Neidel	Golden Gate	56.249
P5	Daniel Semborski	Rocky Mountain	1:03.234
P6	Richard Fletcher	Roadrunner	54.278
P6L	Marchell Fletcher	Roadrunner	55.024
P7	John Dyson	Central Iowa	1:02.072
P7L	Fran Walker	Carrera	1:04.664
P8	Pete Yousko	San Diego	56.270
P8L	Patricia Wilson	Sacramento Valley	1:03.479
P9	Scott Mayer	Nord Stern	55.312
P9L	Cara Moist	Ozark Lakes	1:00.797
P10	Rick Synder	Mid-Ohio	55.741
P11	Terry Zaccane	Golden Gate	54.363
P11L	Judy Zaccane	Golden Gate	55.469
P12	Bob Clark	Peachstate	54.910
P12L	Mary Jane Hopkinson	Alpine Mountain	55.923
P13	Andrew Friedrich	Rocky Mountain	58.612
P13L	Margaret Reszutek	Peachstate	58.432
P14	Stan Pearlman	Gold Coast	57.287
P14L	denise Lewis	Sierra Nevada	1:00.606
P15	Chris Downing	Pacific Northwest	54.004
P15L	Cecelia Knauf	San Diego	57.830
P16	Dennis Howard	Chesapeake	54.988
P16L	Judy Sears	Keystone	58.237
P17	Bruce Hollander	Gold Coast	53.764
P17L	B.J. Feather	Rocky Mountain	56.908
P18	Leeds Gulick	Pacific Northwest	53.490
P18L	Angie Gibson	Ozark Lakes	56.432
P19	Paul Young	San Diego	59.746
P19L	Ruth Young	San Diego	1:01.335
P21	Scott Morrison	Milwaukee	54.145
P21L	Diane Bledsoe	Intermountain	1:06.009
P22	David Ferguson	Loma Prieta	56.754
P22L	Tinker Floyd	Coastal Bend	58.507
P23	Brian Scudder	Maverick	57.865
P23L	Lanean Hughes	Maverick	1:00.526
P24	Kim John Crumb	Nord Stern	54.327
I1	Gerry Brown	Golden Gate	55.907
I1L	Sue E. Wuest	Milwaukee	57.997
I2	Steve Kuhn	Golden Gate	54.482
I2L	Cherie Kuhn	Golden Gate	55.214
I3	Rod F. Johnson	Mid-South	53.076
I3L	Caroline Spencer	Suncoast Florida	56.159
M1	Bill Edwards	Rocky Mountain	59.539
M3	Jim Hayes	Sierra Nevada	51.862
M3L	Sue Hayes	Sierra Nevada	55.092
M4	Greg Curtiss	Rocky Mountain	53.212
M4L	Jessica Mistak	San Diego	59.943
M5	H. C. Floyd, III	Coastal Bend	56.694

LEONARD TURNER

Text: Fred Schwab's Speech to the Concours Banquet

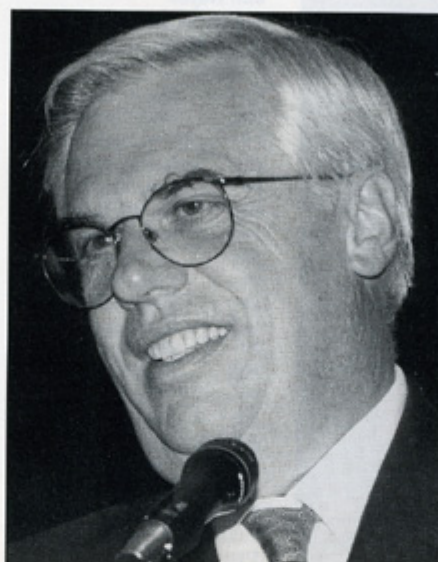
Good evening, ladies and gentlemen. As always, it's a pleasure for me to speak with you during the Porsche Parade. At this special time, Dottie and I enjoy visiting with old friends and meeting new ones. We delight in sharing your enthusiasm and passion for Porsche.

This 43rd annual Porsche Parade, here in beautiful Steamboat Springs, is off to a great start. I hope you enjoyed our display of Porsche Museum cars at today's Concours d'Elegance. It was our way of celebrating with you Porsche's 50th anniversary.

As you might imagine, the 50th anniversary of the completion of the first car to bear the Porsche name provides a wonderful opportunity to reflect on the eventful past of one of the world's exceptional automobile manufacturers. We've already attended fabulous anniversary celebrations both in Europe and North America. Next month the festivities will continue at the Meadow Brook Concours d'Elegance and Historic Automobile Races in Michigan, the Monterey Historic Automobile Races and Pebble Beach Concours d'Elegance in California, and the Watkins Glen Double 50 Celebration in New York. I sincerely hope all of you will be able to attend at least one of these events. Each promises to be memorable. They will acknowledge the machines, people and events that have shaped Porsche's past and laid the foundation for its future.

Porsche's history in North America is nearly as old as the first 356 itself. It began in 1952 when Max Hoffman introduced those distinctive little cars with the engine located on the "wrong end" to the American market. With assistance of other early Porsche marketers and dealers such as Hubert Brundage, the founder of Brumos, John von Neuman, and Vasek Polak, interest in the marque expanded across this continent.

This notoriety was further flamed by racing successes.



"Some 35 years after its unveiling, the 911 remains the benchmark for sports cars in America."

Drivers like Jack McAfee, Bruce Jennings and Bob Holbert scored countless victories on America's legendary road courses. At first, these victories were confined to class triumphs in categories for small-engined cars. Later, Porsche cars and drivers became known as "giant killers," as they frequently defeated much more powerful machines for overall titles. Perhaps more than any other factor, these racing successes were the major marketing tool in gaining recognition for the marque in America and establishing Porsche's reputation here as the constructor of cars incorporating remarkable handling, braking, power and endurance. Further luster and glamour was added to the make by its association with famous personalities such as James Dean.

In 1957, Porsche expanded its U.S. marketing and distribution efforts through the creation of Porsche of America Corporation. Under the presi-

dency of Otto Erich Filius, POAC increased Porsche's U.S. dealer body and enhanced its service and parts business. This company lasted until 1969 when all of Porsche's U.S. importation activities were assumed by the Porsche Audi Division of Volkswagen of America. During this time, as Porsche's sales expanded in America, so did its winning reputation on the race track. No longer content with class wins, Porsche built ultra high-performance race cars capable of defeating the very best in the sport. With such driving stars as Mark Donohue, George Follmer, Peter Gregg and Al Holbert behind the wheel, these cars captured virtually every sports car championship in America. Porsches built both for the street and the race track were regarded as among the very best in the automotive world.

In 1984, Porsche decided it was in its best interest to form its own company to import cars and parts into the U.S. At that time, Porsche Cars North America was created. Since then, I'd like to think Porsche has reached its greatest heights in America. Certainly

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PCNA has produced Porsche's largest U.S. sales numbers. PCNA has also remained profitable despite a widely fluctuating American economy.

During our tenure, Porsche has maintained its success in American motorsports. Initially under the direction of Al Holbert and now Alwin Springer, Porsche Motorsport North America has assisted Porsche customer race teams in consistently achieving championships year after year. Drivers such as Hurley Haywood, Price Cobb and David Murry have carried on the winning tradition of legendary American Porsche drivers before them.

Over time, the accomplishments of American Porsche teams and drivers, as well as the Porsche factory on American soil, have produced significant additions to Porsche's unsurpassed racing history. Porsche's first overall victory in a major international endurance race came at Sebring in 1960. Eight years later, its first overall triumph in a major 24-hour contest occurred at Daytona. In 1973, Daytona was also the site of the Porsche 911's stunning overall victory in the 24-hour race. And few can forget the world closed-course speed record set by a 917/30 at Talladega that stood for 15 years.

From the very beginning, American sports car enthusiasts have held a fascination for Porsche's race cars. It began in the early 1950s when the nimble factory 550 Spyders took on the mighty Carrera Panamericana in Mexico. It continued in the 1960s with the 718 series as well as the 904s, 906s and 908s. All of these models were revered for their remarkable performance in relation to their small engine size. Of course, all of that changed with the introduction of the mighty 917 Can-Am cars in the early 1970s. Those thunderous 1000-horsepower monsters defeated everything before them, including racing's most established organizations, en route to back-to-back SCCA Can-Am championships.

The engineering philosophy that produced these incredible cars was incorporated into equally successful models that replaced them. Beginning with the 917, the lineage has led from the 935 to the 962 to today's 911 GT1. All have contributed to making Porsche the most successful marque in the history of American sports car racing.

This fascination was by no means confined to Porsche's race cars. Such early models as the 356 America Roadster, as the name implies built for the American market, generated initial interest in Porsche street cars on this continent. It increased as enhanced versions of the 356 molded its reputation as a truly wonderful sports car. The fervor grew with the introduction of the 911 and, later, its variants including the Targa and the awesome Turbo.

Remarkably, some 35 years after its unveiling, the 911 remains the benchmark for sports cars in America. It consistently is the one model against

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912 928
914 944
930 356



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which all others are measured. I believe this is so because the 911 is an evolutionary rather than revolutionary car. Over the years, in spite of its incredible gains in technology and performance, it has remained true to itself. It has retained its classic silhouette, its road feel, and its distinctive exhaust note. After 35 years, the 1999 Porsche 911 Carrera is easily recognizable as a direct descendent of the very first version.

In addition to the 356 and 911, Porsche has marketed other models that have been equally well received in America. The 914, 928, 924 and Boxster were and are extremely popular with sports car buyers on this side of the Atlantic. Each of these models has been recognized for its outstanding performance qualities.

The 914 and 924 series represented unique chapters in Porsche's history. Both were produced as part of joint efforts with other manufacturers. Both generated revenues which added to Porsche's profitability and allowed it to maintain its financial independence.

A similar program is now underway at Porsche. Its product is the new sport utility vehicle set to debut in 2002. Sales of this model, expected to be every bit a Porsche, will also help to secure Porsche's independence and allow the company to continue to build and market the cars we all admire so much. I'm very excited about this future prospect, just as I am respectful of Porsche's glorious past.

I hope you will join us in celebrating the first 50 years of Porsche as well as the next 50 years to come by having a piece of this impressive anniversary cake. I'd like Judy Boles, Peter and Oliver Porsche to help me blow out the candles.

Again, thanks so much for letting me share my thoughts with you on this special evening. I look forward to chatting with you in the days to come here in wonderful Colorado. ☺

Frederick J. Schwab is the President and Chief Executive Officer of Porsche Cars North America.

Text: Peter Porsche's Speech to the Victory Banquet

Judy and John, Dale and Carole, fellow PCAers and guests, it is really nice to be back again in Colorado. This is my 21st Parade and it was also in Colorado that I attended my first Porsche Parade in 1960 together with my parents, my aunt and cousin. This time, I am accompanied by my nephew Oliver, president of Porsche Design and the oldest son of my brother and designer of the 911, Ferdinand Alexander. This is Oliver's second Parade; the first one was in 1977 at San Diego.

As you celebrate your 43rd Parade, we at Porsche are celebrating our 50th anniversary. This year, as you know, had a sad beginning with the passing of my father. He always looked forward to hearing the news from the Parade and he was also looking forward to hearing about the celebration that is to take place in Monterey later this summer. I do hope that some of you will be able to help make this coming event a bigger celebration than we had in 1982, when Porsche was the featured marque at Laguna Seca.

As you can well imagine, we are in exciting times at Porsche. Your acceptance of two great sports cars, the Boxster and the 996, has taken our company to new heights. I promise you that Dr. Wiedeking and the management board have many more good surprises in store for you. For example, "offroad" is, as you know, a topic we are currently dealing with. And please be assured that it will also be conceived in a way that makes it a real Porsche.

Even though my father is no longer overseeing the Supervisory Board, his philosophy in giving you, our customers, the best and most exciting sports car in the world will never change. Furthermore, the relationship that has existed between you, his fellow PCAers, and us, the Porsche family, will not change.

Over the years, you, at times, have asked me if



LEONARD TURNER

"We still remain — and shall remain — the only family owned, independent automobile manufacturer in the world."

Porsche will remain as we are. With the mergers that are taking place — Chrysler/Daimler, Volkswagen/ Rolls Royce and Audi/Lamborghini, we still remain and shall remain the only family owned independent automobile manufacturer in the world.

Judy, Madame President, thank you for the courtesies extended to Oliver and me this week.

Dale, thank you and your Parade Committee for making this Parade special for us. I know it is not only one week of work, but a Parade Committee works for years and I want to thank you.

To all of you, on behalf of Oliver, my brothers and myself, I wish you a safe trip home and I hope to see all of you next year in Canada. ☺

Hans-Peter Porsche is the son of the late Professor Doctor Ferry Porsche, active in business with his brother Ferdinand Alexander Porsche at Porsche Design in Salzburg.

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FERRY PORSCHE TROPHY/PCA Region of the Year
MAVERICK REGION

LAZAR/BLANCHARD MEMORIAL TROPHY/PCA Enthusiast of the Year
MARSHALL "RED" JONES
Silver Sage Region

PORSCHE FAMILY AWARD/Outstanding PCA Family of the Year
DAVID, ARLENE, ASHLEY AND JARRETT NOVACK
Northern New Jersey Region

PAUL HEINMILLER MEMORIAL TROPHY/Donated by Porsche Cars North America
for best overall PCA Newsletter of the Year
THE NOR'EASTER
Northeast Region
David and Susana Weber, Editors

PCA MEMBERSHIP AWARD/Greatest Membership Growth
POLAR REGION
NORTHEAST REGION

ZONE REPRESENTATIVES' AWARD/Special Recognition for Service to PCA
LARRY WILSON
Sacramento Valley Region

PRESIDENT'S PARADE TROPHY/Region having greatest number of cars at the Parade,
considering region size and distance
ABSAROKA REGION

LONG DISTANCE TROPHY/Greatest distance driven to the Parade
CLARE AND BOB PIERCE
Gold Coast Region

WOOLERY NAVIGATOR TROPHY/Navigator of first place car in Parade Rally
HELGA MEYER
Chicago Region

HOFFMAN RALLY TROPHY/Driver of first place car in Parade Rally
JERRY MEYER
Chicago Region

RESTORATION AWARD/Concours d'Elegance Grand Trophy
BOB HARTWELL AND BLANCA DESISTO
Diablo Region

PREPARATION AWARD/Concours d'Elegance Grand Trophy
RICHARD PRICE
Orange Coast Region

PRESERVATION AWARD/Concours d'Elegance Grand Trophy
DON AND SCOTT BARR
Northern Ohio Region

PARADE DRIVING TROPHY/First place in Parade Driving Event
JIM HAYES
Sierra Nevada Region

LADIES DRIVING TROPHY/First place woman in Parade Driving Event
MARCHELL FLETCHER
Roadrunner Region

PORSCHE CARS NORTH AMERICA NEWSLETTER AWARDS



Susana and Dave Weber, editors of Northeast Region's Nor'easter, accept the Paul Heinmiller Memorial Trophy for best PCA Newsletter of the Year from PCNA's Fred Schuab (center). This marks an unprecedented third year in a row for the Webers and the Nor'easter.

**PAUL R. HEINMILLER AWARD
BEST OVERALL NEWSLETTER**
The Nor'easter
Northeast Region
David and Susana Weber, Editors

CLASS 3 (180-349 members)

- 1 *Prieta Post*
Loma Prieta Region
Kevin C. Bennett, Editor
- 2 *Der Auspuff*
Santa Barbara Region
Bob Roe & Suzi Sheller, Editors
- 3 *The Redline Report*
Central New York Region
John Hajny, Editor
Ralph & Joyce Edmonds, Publishers

CLASS 5 (650 or more members)

- 1 *Challenge*
Connecticut Valley Region
Jeanette & Marland Whiteman, Editors
- 2 *Slipstream*
Maverick Region
Kevin Hardison, Editor
- 3 *Der Vorganger*
Potomac Region
Betty H. Church, Editor
Fred Phelps, Co-Editor

CLASS 1 (1-99 members)

- 1 *CBReeze*
Coastal Bend Region
Laura Olson, Editor
- 2 *Porscher*
Vancouver Island Region
Peter Hamer, Editor
Lynne Richards, Co-Editor
- 3 *Winding Roads*
California Inland Region
Mike Forest, Editor

CLASS 2 (100-179 members)

- 1 *Porsche Gedanken*
Riverside Region
Robert Upton, Editor
- 2 *The Bahn Stormer*
Rally Sport Region
Emmanuel Garcia, Editor
- 3 *The Sage Tick*
Silver Sage Region
Walt Thode, Editor
Mary Thode, Co-Editor

CLASS 4 (350-649 members)

- 1 *Nord Saters*
Nord Stern Region
Christie Boeder, Editor
- 2 *Porscheand*
Lone Star Region
Keith Foster, Editor
- 3 *CIRCular*
Central Indiana Region
Judy Robbins, Editor

PIRELLI PUBLIC SERVICE AWARDS



Rocky Mountain Region's Kathy Fricke accepts a check for first place in the Pirelli Service Awards from Bob Jack. RMR sponsored a Concours and Exotic Sports Car Show for the benefit of United Cerebral Palsy.

- 1 Rocky Mountain Region
Concours and Exotic Sports Car Show
Beneficiary: United Cerebral Palsy
- 2 Kansas City Region
German Car Charity Concours
Beneficiary: Mid-America Assistance Coalition
- 3 Florida Citrus Region
Porsche Calendar
Beneficiary: Big Brothers/Big Sisters of Central Florida

Honorable Mention:

Maverick Region
Downeast Region
Coastal Bend Region
California Central Coast Region

ROBERT BOSCH TECHNICAL QUIZ



Ann Tomlinson of Los Angeles Region scored 64 points plus 5 tie-breakers in the 914 class to win the overall award for ladies in the Technical Quiz.



Lee Grunewald of Central Wisconsin (left) accepts the top award in this year's Technical Quiz. Grunewald had a score of 86 plus 12 tie-breakers in the Early 911/912 class.

LEONARD TURNER

OVERALL MEN: Lee Grunewald, Central Wisconsin Region

OVERALL WOMEN: Ann Tomlinson, Los Angeles Region

356 LADIES

1	Kathleen Blazar	Northern Ohio	48/3
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356 MEN

1	John Blazar	Northern Ohio	78/9
2	John Clever	Diablo	76/10
3	Joe Schneider	Santa Barbara	75/6
4	Dennis Frick	Central Pennsylvania	73/8
5	Barnett Black	Connecticut Valley	73/8

911 (996) & BOXSTER LADIES

1	Nita Burrows	Las Vegas	61/1
2	Jean Ohl	Golden Gate	58/3
3	Sharon Maybee	Rocky Mountain	49/4

911 (996) & BOXSTER MEN

1	Kurt Gibson	Ozark Lakes	76/7
2	Doug Anderson	Santa Barbara	73/6
3	Ruben Ledesma	Gold Coast	71/9

914 LADIES

1	Ann Tomlinson	Los Angeles	64/5
2	Judy Hendrickson	North Country	59/5
3	Sharon Neidel	Golden Gate	58/5

914 MEN

1	Jim Hampton	Carrera	80/11
2	John Williamson	Los Angeles	79/10
3	Jerry Sutton	Maverick	73/10
4	Fred Griffin	Mid-Ohio	73/7
5	David Ferguson	Loma Prieta	72/6

924/944/968 LADIES

1	Rosemary Adam	Upper Canada	59/9
2	Tanya Meyer	Central Iowa	51/5
3	B.J. Feather	Rocky Mountain	47/3

924/944/968 MEN

1	Per Gunnar Lundgren	Silver Sage	75/10
2	Patrick Norris	San Diego	68/11
3	Steve Ross	Northeast	67/7
4	Kevin Mueske	Intermountain	67/6
5	Alfred Abken	Golden Gate	64/7
6	Jim Becker	Chicago	64/5
7	Bob Diderksen	Central Iowa	64/5

928 LADIES

1	Monique Straub	San Diego	54/7
2	Eleanor Bobbitt	Connecticut Valley	46/7

928 MEN

1	Andy Schaefer	Southeast Michigan	82/8
2	Lee Wister	San Diego	76/11

EARLY 911/912 LADIES

1	Randi Ledbetter	Oregon	58/5
2	Tess McMillan	Pacific Northwest	53/6
3	Lori Schneider	Riverside	53/3
4	Connie Wegeng	Lincoln Trail	53/3
5	Catherine Fleischman	Silver Sage	52/6

EARLY 911/912 MEN

1	Lee Grunewald	Central Wisconsin	86/12
2	Kevin Moliniaux	Sequoia	77/6
3	Robert Mohan	Las Vegas	76/9
4	Edgar Broadhead	North Country	74/12
5	Gordon Ledbetter	Oregon	74/8
6	Stephen Dagley	Space Coast	74/6
7	Ed Mayo	Maverick	73/7
8	John Boles	Central Indiana	72/11
9	John Halla	Maverick	71/7
10	George Gutmann	Chicago	70/8

1978-1989 911/930 LADIES

1	Marianne Gardner	Golden Gate	69/5
---	------------------	-------------	------

1978-1989 911/930 MEN

1	Paul Young	San Diego	76/10
2	Jerry Landt	Roadrunner	74/9
3	William G. Cooper	Riesentöter	73/14
4	Paul Gilbreath	Chesapeake	73/10
5	Bill Wegeng	Lincoln Trail	72/12

LATE 911 (964 & 993) LADIES

1	Ellen Valagene	Ozark Lakes	55/3
2	Bryn Stratton	Cimarron	50/4

LATE 911 (964 & 993) MEN

1	Chip Stratton	Cimarron	77/9
2	David Carbone	Rocky Mountain	72/6
3	James Sorensen	Diablo	70/11
4	Herbert Hammond	Inland Northwest	69/9
5	Gregory Somerville	Central Indiana	66/12



Senior Vice President of Porsche Cars North America Rich Ford spoke to the 43rd Porsche Parade at the Victory Banquet on Saturday evening.



First-time Parade-goers Donald and Scott Barr drove their 1983 911SC from Ohio to Colorado and still won the Concours Preservation Grand Trophy!



Richard Price of Orange Coast Region accepts the Concours Preparation Grand Trophy from Concours Chairman Tom Scott (right). Price entered a stunning yellow 911 Speedster.



The Concours Restoration Grand Trophy went to the 1973 911RS Carrera of Bob Hartwell and Blanca Desisto from California's Diablo Region.



PCA Family of the Year: Arlene, Jarrett, and Ashley Novack with Oliver and Peter Porsche. David Novack is on the far right.



Larry Wilson (left) receives the Zone Representatives' Award from Larry Pittsley and Judy Boles in recognition of special service to PCA. Larry has chaired PCA's Newsletter Committee for many years.

LEONARD TURNER



Clare and Bob Pierce of Gold Coast Region accept the Long Distance Trophy. The Pierces drove their Porsche further to get to Steamboat Springs than any other Parade entrant.



Central New York Region's Jeffrey Turco is the happy winner of the Parade Grand Door Prize, a trip to Stuttgart and a week with a Porsche, provided by Porsche AG and PCNA. Peter Porsche (left) made the presentation.



Honorary Judges' Choice at the Concours, as well as people's Favorite Historic Car, was the 356 Gmünd Coupe that belongs to Rocky Mountain Region's Bill Jackson and Lynne Bentsen.



Shirley Ellis of Absaroka Region accepts the President's Parade Trophy for having the greatest number of cars at the Parade, considering region size and distance.



Ken and Constance Ward of Mardi Gras Region are the excited winners of the coveted Concours People's Choice Award for their 1959 356A Carrera Cabriolet.



National PCA President Judy Boles presents Parade Chairman Dale Thero with the plaque that honors the 43 PCA members who have stepped forward to lead a Porsche Parade.

LEONARD TURNER



Happy members of Maverick Region accept the Ferry Porsche Trophy for Region of the Year from Peter and Oliver Porsche.

LEONARD TURNER



PCA Enthusiast of the Year Marshall "Red" Jones from Silver Sage Region accepts the Lazar-Blanchard Trophy from Judy Boles.

LEONARD TURNER



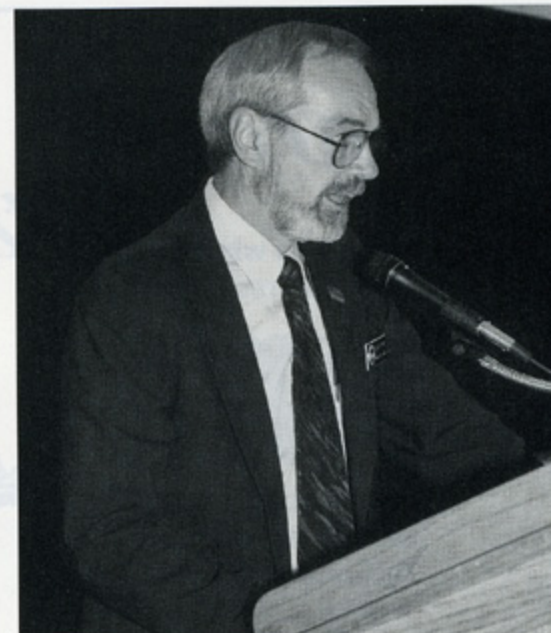
Jerry and Helga Meyer of Chicago Region claim the Hoffman Parade Cup and Woolery Navigator Trophy for their first-place finish in the Parade Rally. In the center is Awards Chairman Tom McKenny.

LEONARD TURNER



Receiving a PCA Membership Contest special award for achieving the greatest number of new members during the contest period is Steve Ross (left) of Northeast Region. Northeast grew by 272 members to a total of 1262.

FRANK BARRETT



May the road rise up to meet you: Leonard Turner continues the traditional Parade good-bye begun so unforgettably by Mick Williams.

LEONARD TURNER



Ike Moolla (right) of Polar Region (Alberta, Canada) accepts the PCA Membership Contest Award. Polar Region advanced from 38 to 90 members during the contest period.

LEONARD TURNER



Oliver Porsche, the son of 911 designer Ferdinand Alexander Porsche, spent several days at the Porsche Parade. He spoke to the assembly at the Monday night Concours Reception.

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Rocky Mountain High! (continued from page 18)
lot of room to move." Small wonder that he had to replace a CV joint on the way out.

I left the activity around the judged cars and wandered over to the Historic and PCA Race Car Displays. The factory had sent five cars from the museum: a 1948-49 356 SL (in 1951 the first racing Porsche ever to run at Le Mans), a 1959 718 RS60 Spyder, 1970 908/03 Targa Florio Spyder, the 1978 935/78 Moby Dick, and a 1987 962C Le Mans winner. Porsche #1 didn't make it because it sustained damage on its way from Stuttgart (I guess Porsche AG didn't know about that "in transit" rule either). A real crowd-pleaser was the yellow 1949 356 Gmünd coupe of Bill Jackson and Lynne Bentsen, the second-oldest Porsche in America, which still has its original 1086cc engine. My personal favorite was Tom and Holly McKenna's 1955 Speedster, one of the last "pre-A" Speedsters made.

The PCA Race Cars were equally fun to look at, with all of their colorful paint and graphics and sponsor decals, many of them fresh from the most recent PCA race at Second Creek Raceway in Aurora, Colorado, over the previous weekend.

We took a concours break for lunch and a look at the just-opened art show. David and Susan Bucknam had

masterfully arranged the show. There were a lot of traditional types of entries such as photographs, stained glass and paintings or sketches. Some of the less traditional ones included George Maybee's piece, a tribute to Porsche's 50th anniversary called "The Top of the Hill" made of Iowa barn wood birdhouse material. In addition, there were a couple examples of what to do with old Porsche T-shirts (quilt 'em or make a teddy bear out of them); "European Shopping," a number of miniature shopping bags each depicting a Porsche on them in front of various buildings in Europe arranged on a mug tree; a Porsche pet bed, Gary Wolfgang's "A Porsche Playhouse," which faithfully reproduced his own garage in miniature, complete with 1956 and 1989 Speedsters; and Gail Geckler's "Where's Steamboat?" album.

The opening of the art show also marked the opening tech sessions. Between the PCA tech committee and the various tire sponsors, there promised to be a wealth of information shared, along with quite a few door prizes. I was sorry to miss the unveiling of BFGoodrich's g-Force street tire, but promised to catch up with Lowell Eckert of BFG to get the results of a Comp TA ZR vs g-Force TA street compound comparison on identical 996s that they would be conducting at the end of the autocross on Thursday.

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(Eckert reported that most drivers preferred the g-Force.)

There was just enough time to cool off with a tubing expedition down the Yampa River with friends from Connecticut Valley. We floated all the way into town and, although I managed not to fall out, I did get stuck on a few rocks.

The afternoon was waning and I wanted to get back up to the concours site to see who was being judged for the overall awards. Imagine my surprise when I found that Don and Scott were still in the running. They'd won their class and division and were now vying for the top prize in the preservation group. Their competition was the Minerva blue 1979 928 of George and Kathy Ridderbusch from Pacific Northwest and the Meissen blue 1958 356A "Heidi" owned by William and Jean Noroski from Central New York. In the restoration group, the competition was equally close: the 1973 911RS of Bob Hartwell and Blanca Desisto of Diablo Region and the 1960 356B cabriolet of Mike and Teri Moran from Cascade. In the last group, preparation (cars that are ten years old and newer), it was between two stunning bright yellow paint-to-sample cars, a 1989 Speedster with 115 original miles on it owned by Orange Coast's Richard Price and a 1998 993 owned by Mark and Renee Sexton of Peachstate Region. I

wished Don and Scott luck and left to catch the last shuttle, unsure of what the final results would be.

Champagne birthday

That evening, we were back in the Chuckwagon, 1400 strong, for the PCNA/Porsche AG Champagne and Dessert Concours Reception. Some tables were filled with tiers of champagne glasses while others were laden with a variety of caloric temptations. A string quartet played and in the middle of it all sat a huge Porsche 50th Anniversary cake. For PCA President Judy Boles, this Parade was "back home again in Colorado," since she and husband John have roots that go back to Rocky Mountain Region in the 1970s. Judy got the national awards and presentations started by introducing others on the dais, including Peter Porsche, attending his 21st Parade, and his nephew Oliver Porsche, head of Porsche Design in Salzburg, attending his second Parade. Fred Schwab, President and CEO of PCNA, and his wife Dottie were seated next to Stella Stieber, Porsche Club Coordination Manager for Porsche AG and her fiancé, and last but certainly not least, 1998 Parade Chairman Dale Thero and his wife Carole.

Dale asked all first time Parade attendees to stand

up, and there must have been 100 of them, including Don and Scott. Then we continued the tradition of having everyone else stand up and not sit down until the number of Parades they'd attended had been counted down. When it got to 40, only Mike Robbins was still standing. Judy resumed emcee duties by introducing John and Ginny Case, founding members of PCA who are now in San Diego Region. Judy announced that the Zone Reps had voted to present the annual Zone Rep Award to national newsletter chair Larry Wilson. Larry's efforts at getting all of the PCA newsletters hooked up through the internet has resulted in a better variety of articles and information for region newsletters and has impacted all PCA members.

Oliver Porsche extended greetings from the Porsche family. In his remarks he emphasized that although Porsches are built for function, they are also built for design—you'll always be able to spot your Porsche without having to read the license plate (except maybe at a Porsche Parade). Since Oliver couldn't stay to the end of the week, he was presented with a special commemorative gift, which I hope he was able to fit on the plane back.

Special service awards were presented to Peter Dicks, finance chairman for the past 13 years, and Alan Friedman, founder of PCA Club Racing. Then, with a fanfare, the host region for the Year 2000 Parade was announced: Sacramento Valley Region. Absaroka Region from Billings, Montana, picked up the Presidents Parade Trophy for the greatest percentage of cars driven to the event combined with the most miles traveled and the Long Distance Award went to Clare and Bob Pierce of Florida's Gold Coast Region.

Fred Schwab spoke, tracing Porsche's history in the U.S. from 1952 to today and finishing with the promise of the SUV by 2002. The full text of his remarks is elsewhere in this issue. Then the anniversary cake was rolled out, with all 50 candles ablaze and after Fred, Judy, Peter and Oliver blew them out (in an awesome display of lung power), we all sang happy birthday to Porsche. Newsletter Awards were next, with 59 different publications submitted in five classes based on region membership. The Heinmiller Award for best PCA Newsletter, for the unprecedented third year in a row, went to Dave and Susana Weber, editors of Northeast Region's *Nor'easter*.

Then the Ferry Porsche Region of the Year award was presented by Peter and Oliver to Maverick Region, with 11 percent growth in 1997, a tremendous variety of events and a deep commitment to charity. Elated region members swarmed to the front for a group photo op. The Family of the Year are David and Arlene Novack from Northern New Jersey Region with their children Ashley and Jarrett. Judy read an impressive list of accomplishments that showed a family fully involved in PCA passion. After Judy invited all

previous Enthusiasts of the Year to come forward, displaying an incredible array of talent going back to the 60s, the Lazar Blanchard Memorial Trophy was presented to this year's Enthusiast, Marshall "Red" Jones of Silver Sage Region.

Finally, it was time to recognize region membership efforts, an award sponsored by PCNA. Judy explained that the complicated formula for this award, which tries to equalize large and small regions, actually disadvantages the large regions (such as Northern New Jersey, the first region to go over the 2000 member mark). So this year, Fred Schwab offered two awards. The first went to Polar Region of Alberta, Canada, which had increased from 37 to 90 members in 1997. The second award went to Northeast Region, for the largest increase of new members, 268.

The elegance awards

At long last, it was time for the concours awards. Chairman Tom Scott made special note of the wisdom and courage of the national Executive Council for making changes to the Parade concours event three years ago, despite opposition at the time, that have resulted in a resurgence of the event's popularity.

The concours trophies waiting to be awarded were beautiful ceramic sculptures that depicted a silver 996 cabriolet encircled by a bronze-colored western belt engraved with various Porsche models. There were lots of happy (and tired) trophy recipients and some of the larger classes went six deep. Don and Scott were called to the front as both class and division winners and their trophy boxes were mounting. Judy Hendrickson with her mangled purple towel won her class, showing what PCA competitive perseverance can do. The People's Choice awards to the displayed cars included a first to the 1967 911S PCA race car of Jerry and Arnette Schouten of Rocky Mountain Region and the beautiful yellow Gmünd coupe of Bill Jackson and Lynne Bentsen, also from RMR. Bill and Lynne also garnered Honorary Judges Choice for their car. Of the judged cars, People's Choice went to the 1959 Carrera cabriolet of Ken and Constance Ward from Mardi Gras Region.

Then it was time for the finale—who would take overall in the three "fully judged" groups of Preparation, Restoration and Preservation? With a total of 298.9 points, Preparation went to the low-mileage 1989 Speedster of Orange Coast's Richard Price. (Mark Sexton of Peachstate Region, Richard's final competitor, said that if he had to lose, he was glad it was to Richard's car.) Then the Restoration group. With a total of 299.2 points, the award went to the lovely 1973 RS, blue with white touring version, of Bob Hartwell and Blanca Desisto of Diablo Region. Then, big drum roll, the Preservation overall award went to first time Parade-goers Don and Scott Barr of

(continued on page 56)



Honorary Judges' Choice as well as Favorite Historic Car was the 356 Gmünd coupe of Bill Jackson and Lynne Bentsen.



The Preparation Grand Trophy was earned by Richard T. Price of Orange Coast Region for his yellow 1989 911 Speedster.



The Restoration Grand Trophy went to the 1973 911RS Carrera of Bob Hartwell and Blanca Desisto of Diablo Region.

52/PORSCHE PANORAMA

PORSCHE DAY AT THE CONCOURS D'ELEGANCE



Restoration 356 Division
1960 356B
Mike & Teri Moran
Cascade Region



A 1967 911S Coupe, owned by Jerold and Arnette Schouten of Rocky Mountain Region, was voted Favorite Club Race car.



The father and son team of Donald and Scott Barr of Northern Ohio Region won the Preservation Grand Trophy for their 1983 911SC.

RESTORATION GROUP

356/356A Full
356/356A Touring
*356B/356C Full
356B/356C Touring
1965-68 911 Touring
*1969-73 911 Full
1969-73 911 Touring
1974-77 911 Touring
1978-83 911 Full
1978-83 911 Touring
1984-88 911 Touring
912 Touring
914/4 Touring
1982-88 944 Touring

Skip & Leslie Shirley
Ed & Darlene Swain
Mike & Teri Moran
Paul & Sybil Margaritis
James & Arlene Hoffman
Bob Hartwell/Blanca Desisto
Thomas & Jane Chang
Kevin & Debilyn Molineaux
William Lovvett/Marilyn Hall
Ron & Stan Pearlman
Greg Panik/Pat Gerstenberger
Frank Barrett
Henry Dubroff
Darcy Jovic

San Diego
Cal Central Coast
Cascade
Lone Star
Connecticut Valley
Diablo
Los Angeles
Sequoia
Southeast Michigan
Gold Coast
Northern Ohio
Rocky Mountain
Rocky Mountain
Wild Rose

1958 356A
1959 356A
1960 356B
1964 356SC
1968 911L
1973 RS Carrera
1972 911S
1974 911
1980 911SC
1978 911SC
1985 911 Carrera
1965 912
1975 914
1986 944

PREPARATION GROUP

*1989-93 911 Full
1989-93 911 Touring
1989-93 C2/C4 Full
1989-93 C2/C4 Touring
1989-93 928 Touring
1989-93 944 Touring
1989-93 968 Touring
1994-98 C2/C4, 993 Full
*1994-98 C2/C4, 993 Full
1994-98 C2/C4, 993 Touring
1994-98 968 Full
1994-98 968 Touring
Boxster Full
Boxster Touring
*Modified Racers Full
Modified Racers Touring
Thoroughbred Racers Touring

Richard T. Price
Mike & Linda Mansolino
M. Barley/C. Cowling
Steve & Connie Turco
Kim John Crumb
John Halla
David & Diana Love
Gene Fierro/Dena Love
Mark & Renee Sexton
Judy Hendrickson
Tinker Floyd
Daniel Deegan
Ted & Pat Kelly
James McDonald
Bill & Connie Wegeng
P. Digiovanni/M. Anderson
R. Serra/K. Peterson

Orange Coast
Orange Coast
Maverick
Central New York
Nord Stern
Maverick
Potomac
Chesapeake
Peachstate
North Country
Coastal Bend
Niagara
Cimarron
North Country
Lincoln Trail
Alpine Mountain
Kansas City

1989 911 Speedster
1989 911 Carrera
1993 911 RS America
1992 911 Carrera 2
1989 928
1989 944 Turbo
1992 968
1994 911
1998 993
1996 993
1997 968
1995 968
1998 Boxster
1998 Boxster
1976 911S
1993 911 Carrera 2
1975 904

PRESERVATION GROUP

*356/356A
1969-73 911
*1978-93 911
1984-88 911, Turbo
*914/4
914/6
1977-88 924, Turbo
*1978-88 928
1982-88 944, Turbo

William & Jean Noroski
Skip & JoAnn Barnum
Don & Scott Barr
Hampton & Susan Miller
Ronald & Judy Harris
Robert L. Wood
Paul & Barbara Orkild
George & Kathy Ridderbusch
Ronald & Robert Gordon

Central New York
Rocky Mountain
Northern Ohio
Cal Central Coast
Inland Northwest
Golden Gate
Rocky Mountain
Pacific Northwest
Potomac

1958 356A
1973 911E
1983 911SC
1985 911
1974 914
1970 914/6
1987 924S
1979 928
1983 944

* Denotes division winner.

RESTORATION GRAND TROPHY

1973 911 RS Carrera
Bob Hartwell & Blanca Desisto
Diablo Region

PRESERVATION GRAND TROPHY

1983 911SC
Donald & Scott Barr
Northern Ohio Region

PREPARATION GRAND TROPHY

1989 911 Speedster
Richard T. Price
Orange Coast Region

HONORARY JUDGES' CHOICE FAVORITE HISTORIC CAR

1949 356 Gmünd Coupe
Bill Jackson & Lynne Bentsen
Rocky Mountain Region

PEOPLE'S CHOICE

1959 356A Carrera Cabriolet
Ken & Constance Ward
Mardi Gras Region

FAVORITE CLUB RACE CAR

1967 911S Coupe
Jerold & Arnette Schouten
Rocky Mountain Region

PORSCHE DAY AT THE CONCOURS D'ELEGANCE



Preservation 356 Division
1958 356A Coupe
William & Jean Noroski
Central New York Region

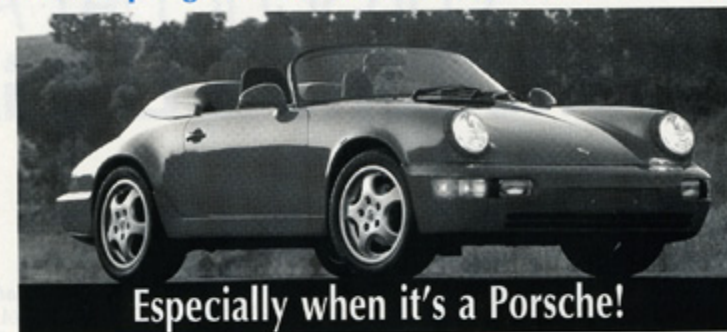


Preservation 911/912 Division
1998 993 Coupe
Mark & Renee Sexton
Peachstate Region



Preservation 924/944/928 Division
1979 928 Coupe
George & Kathy Ridderbusch
Pacific Northwest Region

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Rocky Mountain High! (continued from page 50)

Northern Ohio Region. They were overwhelmed, amazed and almost speechless. I gave them my sincere congratulations for a job well done and wished them many Parades in their future (although they have quite a ways to go to catch up with Mike.)

Tuesday morning was the first of three days of autocross event. Co-chairs Barry Walsh (Alpine Mountain) and Jerry Schouten (Rocky Mountain) had designed a tight, challenging course that required first and second gears only, so it promised to bring close competition between the lower and higher powered cars. Before we left Steamboat, I had the opportunity to watch the first few classes, P1, 2 and 3, where the 356, 912, and 914 owners went at it. Lee Roy of Downeast Region was positively elegant running his 1954 356 cab "Rhubarb" but Scott Haxton of Silver Sage Region gave us the most exciting run, sometimes sideways and with lots of tires smokin'. Our flight was waiting and the time had come for us to leave Steamboat and wish Tess and the other 654 entrants, 540 co-entrants, and their 690 cars good luck in the events to come.

Summer camp with Tess

As Linda Goodman's roving correspondent, I

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promised to write about the events in which we participated after she left Parade on Tuesday. For me, Parade is always a little like summer camp, since there is something different to do every day. Several meals are planned as a group and if you participate in everything, you can come away exhausted. One aspect of the Porsche experience that nobody but a true Porsche owner can appreciate is the abundance of "family" you feel when you attend a Parade. I am certain Parades began as a gathering of people to have fun and exchange technical information about these unique vehicles and the close knit community has remained just that. We attended banquets, escaped the heat in the hospitality room, drove around the countryside, visited the slalom challenge, attended tech sessions, talked to tire representatives from Michelin, Pirelli, Yokohama, Bridgestone and BFGoodrich, took the tech quiz and frequented the goodie store, art show and swap meet. This, plus the concours, autocross and rally, meant a full week for us.

Every day we hiked up the mountain when we had a spare hour. Hundreds of waving slender grassy plants bore sweet-smelling yellow blossoms—the fragrance haunted the air everywhere. There were asters, many varieties of grasses, and the ever-present Aspens, whose shiny gray-green leaves shuddered musically



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with the hot winds. We watched a young deer step daintily up the mountain, followed a clucking grouse, startled orange-colored chipmunks and brown squirrels, and glimpsed a variety of finches, woodpeckers and noisy black-and-white birds that tittered and socialized in the shade. There was never silence during daylight hours, as a cricket chorus kept up low background music.

The engine whined as I stretched first gear. I took a deep breath, shifted quickly into second, and flattened the pedal to the floor. For a brief moment time stood still and I grasped an image of the surrounding pastureland—cows tussling in the fading light, twinkling lights of an approaching car, the dark undulating ribbon of asphalt in front of me. Then BC (the Blue Carrera) lifted, heaved ponderously, and lumbered forward like a sleepy elephant. Al Caldwell, PANORAMA's tech editor, had been right; at 8000 feet, the engine lacked oomph. We had chosen this stretch of highway as a testing ground for our autocross runs the following day. If BC couldn't ramp up quickly in second gear, we decided to run the course in first—pushing at the rev limiter if necessary.

Running the cloverleaf

The autocross course, with its 176 individually num-

bered pylons, was chalked out on a huge recreational parking lot just a short drive down from the hotel. The police had closed the road to the site, so there were no errant pickup trucks to contend with. The course itself was reminiscent of a cloverleaf. Flowerly ovals crossed one another and broke into a short open slalom, followed by a gated slalom and two long straights, kinked at both ends. A short wiggle opened onto the finish, which was punctuated immediately by another kink. With its constant turns and changes of direction, the course looked perfect for someone with a set of sticky tires and a good command of throttle steer. I grimaced to think of push-happy BC with his spanking new Yokohama AVS S1 street tires, and what I was going to do to them.

I had walked the course for about 45 minutes on Monday afternoon. It was hot out on the asphalt and the constant wind made my eyes water. As I walked, I envisioned three potential plans of attack: (1) pure power with hard throttle and braking, (2) power and finesse, with left-foot braking in the corners, and (3) the go-kart approach. Tactics 1 and 2 were out of the question, given the oxygen-starved engine, non-grip tires and general lack of skill on the part of the driver, so I opted for Tactic 3. I figured that as long as I left enough rubber on the tires to get us home, I might

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just slide my way through the course. Those gates looked mighty narrow, however.

Tuesday, under a blistering sun, we watched a group of early 911s and 914s challenge the cloverleaf. The obvious crowd pleaser was a beautiful maroon 911 Targa with unusual polished Centerline wheels. This turned out to be the fast time leader in class P11, Terry Zaccane of Golden Gate, who finished the day one long second ahead of his arch rival, Bruce Korstad of Silver Sage. Under these drivers, the course appeared fast and fun, and we headed home with high hopes for the following day.

It was raining Wednesday morning when I woke up. It was raining even harder as we loaded our gear into the car. By the time we arrived at the pit area, it was pouring. We ducked into the tent, avoiding thick streams of water. Then, suddenly, the rain disappeared. I counted 31 cars in the P15 class, at least ten of which had two drivers. As I strolled up and down the neat lanes of cars passing tech, I counted track tire after track tire. I began to wish for the rain again.

For much of the morning, Pacific Northwest's Mary Downing held onto the fastest P15 ladies' time, with clean one minute laps. Then, near the end of the class, San Diego Region's Cecelia Knauf pasted us all to the wall with a sleek 57.830. I was not able to keep up with

those R1 times, even though I held it at the rev limiter until my foot vibrated. Four-wheel slides, opposite lock and a little throttle steer; I may have scrubbed time, but it was fun! My first run netted a third-place 1:01.323 in pelting rain and my second run, which was dry and included a two-second pylon penalty, came to a 1:02.196. On my third run, I gave the go-kart a little too much "go" and spun myself off the course at the very first turn.

The following day, Thursday, we headed back out to the autocross site to catch a glimpse of the modified cars. It was a little like watching miniature Indy cars—the suspension setups were so tight the corners flew by without meeting resistance. Sierra Nevada Region's Jim Hayes (Class M3) set the fastest time of the week with a 51.862. He and Loma Prieta's Tom Provasi (who ran for time only) were fun to watch, but if you blinked, you missed their runs. Fastest lady at the Parade was Marchell Fletcher of Roadrunner Region with a 55.024.

Thursday wasn't all about spectating, however. Rallymasters Richard Porter and Mary Jane Hopkinson from Alpine Mountain Region, had laid out a 30-minute practice rally to follow on our own, to gain a feel for what we would experience on Friday. We had gone through the practice rally twice. The first time,

running it cold and after finishing a full ten minutes early, we read through the hints, calibrated our odometer, and then realized I had been reading the speedometer incorrectly. On our second practice run, after correcting for all these factors, we still finished eight minutes early.

And so it was with wrinkled brows and our heads full of questions that we headed to "Perfesser Sammon's Rally Skool" on Thursday, along with about 150 other Parade participants, to learn some of the basic rules of rallying from Lee Sammons of Rocky Mountain Region. We learned about Ts, Ys, railroad crossings, the straightest road through, the quoting of signs and the use of landmarks. But the biggest problem for me was telling time by hundredths of a minute (as opposed to seconds); it was like translating every time from a foreign language into English. Also, it wasn't until the end of the evening that I grasped the full meaning of the term "transit zone."

We read the Parade Competition Rules. We read the general instructions. We read the glossary of terms. On rally day we would read the route instructions, errata and special instructions. We computed an acceleration curve to determine the speeds I would need to drive in order to equate to a constant average speed over a specific distance. We were prepared for Friday; or not.

We spent Thursday evening back in the Chuckwagon at the Driving Awards Banquet. And so yes, I received my very first driving event trophy. Peter Porsche became immensely popular and was generously signing autograph after autograph. My trophy, a miniature silver 996 cabriolet which appears to be launching itself into the sunset, now bears three words across the trunk lid in distinctive black script: "Hans Peter Porsche."

The thinking foot

Friday morning we arrived at the rally starting point about half an hour early. We were behind a white 911 and a red 993, and a white 930 was behind us. More than 300 cars were expected to rally. With me ("the thinking foot") driving and John ("the hawk-eye") navigating, we set off...and ran straight into our first snafu. The beginning of the route was on Eagle Ridge Drive, but there was no street sign and workers were repairing the residential development sign. As we cruised past the intersection, the words "Eagle Rxx..." sunk in, and we looped quickly back to get on course again.

The first leg headed out into the countryside where we had done a few practice autocross turns, so it was somewhat familiar. The inspection control came up al-

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most immediately, however. We had anticipated that we would have to declare every item in the car (to prove we were "unequipped"), and we were somewhat disappointed to have cleaned the car out for nothing. The control worker merely wished us "Good luck! Have fun!" and "Keep your lights on!" and we were off again.

By leg four, the pressure was taking its toll. We had a 20-minute break, with an opportunity to sip cold Starbucks frappuccinos, check the oil level, and take a deep breath. In Colorado, John was not getting his daily double tall latte, and he is ordinarily somewhat fanatical in monitoring the 911's vital statistics. However, on this stop, he was buried in his calculations and refused even a drink. "Oil's fine," he mumbled, without looking up. As we drove off, we began to get away from the towns and into some very interesting and picturesque (albeit dry) countryside. Finger Rock was an unusual formation that appeared out of nowhere and jutted straight upwards towards the sky. We were counting the "Finger Rock" signs (per instructions)—which is hard to do when you're flying along at 60 mph and trying to watch the speedometer. We thought of using cruise control, but figured (1) it might not be in the rules, and (2) it tends to lose speed over distance. We never saw the Toponas Public Library sign, never paused, never wavered, and yet

we were 39 seconds late at the next control.

After leg seven, we began a long transit zone, passing beaver ponds, going through Gore Pass, and heading down again into warmer, drier country. We had a lunch break in the sun at a rest area overlooking a long narrow lake, with high mountains in the background. Fish were breaking to the surface of the water, prowling for the bugs that were plentiful in the heat. After our break, we passed Chimney Rock, crossing and re-crossing the Continental Divide. Holding a somewhat inaccurate speedometer at 55, 54, 50, 51, 52, 53 and 54 mph was frustrating; I'd have been more successful just holding it at 55! Near the end of this leg, we encountered a point which caused a "minor" argument (sufficient to disrupt team communication for the rest of the day). Instruction 73 read "Right after 'Dumont Lake.'" There was a small sign reading "Dumont Lake," and the road, chip-sealed, was approached through a small turnout which appeared for all purposes to be dirt. (I'm sure the rallymasters got out and scoured this turnout with magnifying glasses—dirt roads, of course, being unfair to use in this rally.)

There were three other Porsches sitting in the turnout, pointed in various directions, so it didn't look exactly like an outpost. John said, "Turn RIGHT, Tessie!" I replied staunchly, "No, this is a DIRT road."

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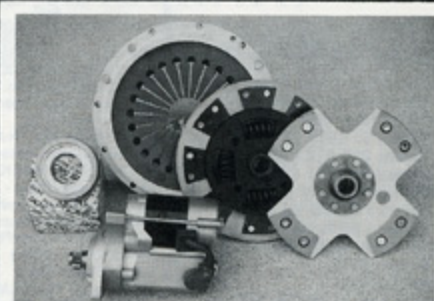
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And thus we argued at the intersection for about two minutes until I noticed a small outpost sign facing backwards. The team in the red 993 looked on with wide eyes. We hustled down the road and came to the control point in beautiful Rabbit Ears pass. We were one minute 40 seconds late at this control, which sat in a slightly windy, and fragrant wooded area surrounded by fields of purple aster, Indian paintbrush and lupines.

The last leg wound down through the pass, familiar by now through our various forays, overlooking a grand landscape of pastureland and countryside. I have to admit we did not pay overly much attention to the signs. Like horses returning to the barn, we were picking up speed, which is a good thing, since we ended up at the last control two minutes, 33 seconds late!

Our total error was six minutes and 52 seconds during a more than four-hour rally. To give you an idea where this put us with respect to all of our competitors, we placed around 70th! I was amazed when more seasoned rallyists turned in scores with time errors just a few seconds from the standard. Jerry and Helga Meyer of Chicago Region, running in the Navigational class, pulled off the win with a total penalty count of 131.

The on-again, off-again cooler winds and snatches of rain we had experienced during the day turned to a full-force thunderstorm by the time of the evening's

banquet. Neither bolts of lightning, torrential rain, nor a few wet tables and chairs dampened the enjoyment of the evening. At our table, Pacific Northwest Region member Leeds Gulick (who worked at one of the control stations) told the story of how he teased one of his fellow rally workers during the day. As cars came into the control point, their engines tended to cause static which interfered with radio performance. Leeds hinted to the other worker that the static meant they were about to be struck by lightning. Apparently that joke did not go over very well.

In the end, I was quite impressed with the organization of the rally, with the number of workers, their positive and supportive attitudes, and the smoothness of the control points. It was obvious that the community had been recruited to join the effort, because there were local people stationed to help at various places—from the local sheriff in Toponas to the Kremmling 4-H GoGetters at the rest area before Chimney Rock. Yes, the rally was frustrating, but it was also fun, educational, and full of pleasant scenery. Would I do it again? Well...yes, perhaps in another year. But only if I can navigate!

Friday night's rally banquet was a wild affair—intended to be a Wild West theme, and then accompanied by exciting thunderstorms and lightning. Our

table had discovered the bartenders could pull a mean Fat Tire Ale, and the Margaritas had a lot of 'rita (booze), so we were fairly wild ourselves. (I'm sure the altitude had something to do with it.) It is fair to say one should not adorn a table of tippling Porsche fans with poker chips and cards and still expect the table to be safe by the end of the evening. Peter Porsche signed even more autographs! We had a surprise visit from Dr. Andreas Hess of Porsche AG, who had unfortunately lost all his luggage in his flight to the U.S., but managed to retain a delightful sense of humor. Judy Boles presented him, on behalf of the club, with an embroidered PCA logo jacket so that he would have something to wear besides a T-shirt and short pants.

After dinner, we were all invited to attend "Midnight Madness" at the goodie store, where everything was discounted by 15 percent. The line of people waiting to enter the store stretched down one hallway, around the corner, and then down a hallway the length of the building. We stood in line for just a few minutes, to see how the event compared with the anniversary sale at Nordstroms.

A technical challenge

Saturday. We're up early to make it to the tech quiz. It is cool and cloudy, but not threatening to rain. Perhaps 400 people (a wild guess) file into the tent for the quiz, and settle themselves to hear instructions given by Ken Provasi from Rocky Mountain Region. Everything is set, and then when Ken offers a last-minute chance for test-takers to use the facilities, the room empties by half! Midway through the test, we hear a loud crash, and the rain starts hurtling down in buckets. Soon after, thunder begins loud drum rolls and periodically one can glimpse bolts of lightning through the openings in the awnings. The worst part is that although I have the opportunity to read Al Caldwell's tech articles several times each month as I put together our region newsletter, I can't for the life of me remember some of the answers to the quiz questions. I kept thinking, "I remember reading that," but my random access memory seems to erase every time I put down an article. I'm still kicking myself for not thinking properly about a vacuum leak (of course the engine will run lean), and if I'd ever had a chance to drive my '72 911 before we took it apart, I would have known the correct answer to the oil light question. But really, I still cannot believe that the 928 was produced until 1997. Lee Grunewald of Central Wisconsin and Ann Tomlinson of Los Angeles Region were the high scorers of the day.

We visited the goodie store again, where "Madness" was still the word of the day. Peter Porsche had brought with him some special merchandise from the factory—clothing with modern fabrics and styling representative of the 50 years of excellent design and forward-thinking Porsche cars. Of course, these items were not dis-

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counted, but we didn't care. They were knockouts!

At the banquet Saturday night, we had a visit from Olympian and ski film actor Billy Kidd—who, surprisingly, knows quite a bit about the 356. Wearing the cowboy hat which has been his trademark on the slopes, he welcomed us heartily to Steamboat Springs, told us tall tales about Porsches and ski racing, and encouraged us all to visit Mont Tremblant next year (even if not to ski). Peter Porsche spoke to us on behalf of the Porsche family, and when he had finished, I am sure there was not a dry eye in the house. He mentioned that his plane was leaving at seven the following morning, and that would be the latest he could be available for the signing of autographs.

By the end of the evening, I had partaken (in excess) of a lovely broiled salmon, done my best to sample the double-chocolate/raspberry torte dessert, received a totally unexpected second place trophy for the Early 911 women's category of the tech quiz, high-fived fellow PNW member Randi Ledbetter (who took first place in that same category), and accumulated two more Pirelli wineglasses for my collection. After the traditional Welsh prayer, given by Leonard Turner, we headed out into the night, knowing that we would have to start out early the following morning for our long journey back home. ☺